

THE WEATHER FORECAST.

Fair and warmer to-day; to-morrow, partly cloudy; variable winds. Highest temperature yesterday, 71; lowest, 50. Detailed weather, mail and marine reports on page 10.

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ONE CENT

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REPUBLICANS SWEEP MAINE; WILSON POLICIES REJECTED; DEMOCRATS LOSE BY 13,000

Milliken Elected Governor and Full Congress Delegation Chosen.

MCGILLICUDDY FAILS BY MARGIN OF 400

Senator Johnson's Defeat a "Mortal Blow" to Administration.

BOTH BRANCHES OF LEGISLATURE WON

G. O. P. Landslide Breaks Into the Enemy's Local Strongholds.

PORTLAND, Me., Sept. 11.—Republicans have swept Maine from Kittery to Eastport and up to the Canadian border. The repudiation of President Wilson and his policies is emphatic. The Republican plurality in the State, when the returns are all in, probably will be more than 13,000. The Republicans elect their candidate for Governor, Carl E. Milliken; they elect both their candidates for the United States Senate, a solid Republican delegation to the House of Representatives in Washington and carry both branches of the State Legislature.

The Latest Returns.

With 400,000 precincts out of a total of 425,000, representing forty per cent of the State, the returns for Governor late to-night stood:

Carl E. Milliken, Republican, 50,000 votes; Frederick Fernald, Democrat, 49,600 votes.

For the short term seat in the Senate, Senator Johnson, Republican, defeated Senator Fernald, Democrat, by a margin of 400 votes.

For the long term seat in the Senate, Senator Johnson, Republican, defeated Senator Fernald, Democrat, by a margin of 400 votes.

For the House of Representatives, the Republicans won 13,000 votes, the Democrats 12,000 votes.

For the State Legislature, the Republicans won 13,000 votes, the Democrats 12,000 votes.

For the United States Congress, the Republicans won 13,000 votes, the Democrats 12,000 votes.

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Photo by Bain News Service.
Two of the Republican winners in Maine—Carl E. Milliken, elected Governor, at the left, and Bert M. Fernald, Senator.

'DON'T SEE HOW WE CAN LOSE,' HUGHES COMMENT ON MAINE

Chairman Willcox Declares the Result Forecasts a Republican Triumph in November—Robert Bacon Is Also Jubilant.

SYRACUSE, Sept. 11.—Charles E. Hughes was tremendously gratified when he learned the results of the Maine election to-night. He got the news while he was the guest of honor at a banquet. "It looks mighty good," he said when a message from the State estimated the Republican majority 15,000. "I don't see how we can lose now."

Mr. Hughes would not explain whether he meant the last sentence to refer to the Maine election alone or to the result throughout the nation in November. He said he would have no more explicit statement to make to-night.

"The result means the election of Hughes in November," said William H. Willcox, chairman of the Republican National Committee. "It is splendid news."

Robert Bacon, former Ambassador to France, who attended the banquet to Mr. Hughes to-night, was greatly pleased by the news from Maine. When shown a telegram from this Sun correspondent he exclaimed:

"Fifteen thousand! That's glorious. Twelve thousand would have been fine. Fifteen thousand is great."

Returns were received from time to time at the dinner, which was attended by business men of Syracuse. Even the earliest bulletins indicated a Republican victory and each one was cheered as it was read.

When the prediction of a 15,000 plurality was announced just before the dinner left the hall at about 11 o'clock, Mr. Hughes was flying alone in his machine. It is known that Mr. Hughes, despite his refusal to analyze the returns in detail, is doubly pleased because he considers the result a vindication of his campaign methods.

An earlier French statement announced that the British were also attacking Karabagh, another village on the eastern bank of the Struma, and that the Bulgarian defense was obstinate.

The point where the British crossed the Struma is forty miles northeast of the fortified camp of Salonica. Last month the Bulgarians rapidly occupied the Greek territory south of the Struma, pushing south without real opposition from the Entente army.

The Zigan camp, occupying the Greek towns of Seres, Drama and Kavala. This put them on the flank of the Entente lines in the west but did not seriously endanger the main line.

Seris is at the end of the main road along which the British attack is directed, but the valley of the Struma is one of the two routes of invasion of Bulgaria. The Vardar Valley has been considered the better route because of its railroad and more level country.

Stockwell was flying alone in his machine over the Verdun sector when he sighted a two-seater German aeroplane. He attacked at an elevation of 8,750 feet, firing all his remaining cartridges. He delivered a crowd of the party here, but the President paid no attention to it. To-night he made no inquiries about the Maine election.

After seeing his sister Mrs. Wilson travel part of the way with him. At the New Haven station the President talked with Mr. Elliott a few minutes and shook hands with railroad employees. A crowd waited the party here, but the President paid no attention to it. To-night he made no inquiries about the Maine election.

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BRITISH CROSS STRUMA IN NEW BALKAN DRIVE

After Severe Fighting They Capture Five Towns in Greek Macedonia.

BULGARIANS NOW PUT BETWEEN TWO FIRES

Russians Pressing From North and French From Salonica Base.

SARRAIL'S ARTILLERY BROUGHT INTO ACTION

Invaders Also Forced to Give More Ground to Attacking Serbians.

LONDON, Sept. 11.—British forces have begun the expected Macedonian offensive. Crossing the River Struma in northeastern Greece it has captured five villages and taken prisoners after severe fighting with the Bulgarians. This appears to be the beginning of a thrust to press Bulgaria between attacks from north and south.

This belief is strengthened by the French official statement that artillery fire about Lake Doiran was very heavy, and that the Bulgarians have given up more positions of their line opposite the Serbians. A general attack by Gen. Sarrail's troops now would pin the Bulgarians between this attack and the Russians and Rumanians to the north, in southern Dobrudja, and also would relieve the pressure on the Rumanians.

The British official statement announcing the new offensive is as follows: Our detachments crossed the Struma under fire yesterday afternoon at Neohori and several places about Lake Tabinos.

After considerable opposition we expelled the enemy from the following villages: Orasman, east of Bajrak-tarnah, upper and lower Gudeli and Nevojen. The enemy counter-attack strongly, but was repulsed with the loss of prisoners, the number of which has not been ascertained.

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TRADES STRIKE TO INVOLVE 60,000; INTERBOROUGH ACCUSED OF PEONAGE; POLICE STOP ATTACKS ON 2 LINES

60 BIKE POLICEMEN STOP BOMBARDERS

Squad Breaks Up Attacks on Street Cars Along Green and Red Lines.

MOTORCYCLISTS ON JOB

Arrests, Assaults and Police Court Sentences Frequent During Day.

Police Headquarters experimented yesterday with still another method of quelling strike disorders. Having kept the department automobiles, the reserves and the patrolling officers on the jump from morning until night, Commissioner Arthur Woods decided that a squad of bicycle policemen might be able to take a hand.

The bicycle men were sent out in the morning and they were very useful in breaking up bombarding parties along the lines of the green and red cars. In the afternoon a party of motorcycle men reported at Headquarters and went out on the same work.

Now that a large proportion of the police force is on strike duty the work of keeping so many men mobilized and at the same time distributed is becoming arduous for the Headquarters staff.

In Brooklyn the police already are busy verifying registration addresses and that work must be started on this side of the river before long. All in all the situation is for a busy time.

Reports of a walkout on the part of the chauffeurs and conductors of the Fifth Avenue bus lines, controlled by the interborough street car company, increased the prospects of trouble.

Arrests, assaults and police court sentences were reported frequently yesterday. The most spectacular disturbance took place at Fifty-ninth and Third Avenue, where a crowd of strikers quelling a meeting in Lyceum Hall, by a mob of police, was broken up.

The crew of the surface car was dragged into the union meeting at Lyceum Hall and made to listen to the strikers' speeches.

Shots Fired at "L" Train. Strike sympathizers fired bullets, bricks and bottles at Third Avenue "L" trains in the neighborhood of the 106th street station early this morning. Somebody took three shots at a northbound train as it pulled out of the station. They were fired from a roof near 107th street.

A brick hurled from a building near 112th street went into a car of a southbound train and struck Mrs. Mary Bradley, 45, of 35 East 125th street, cutting her scalp. She was treated at the Marston Hospital.

Windows of the forward car of another train were smashed by a brick hurled from above, putting him in the East 104th street station stationed policemen on roofs to prevent further attacks.

Five men were arraigned yesterday before Magistrate Krotel in the Yorkville police court, charged with felonious assault on "Patrolman" Carty of the East "Fifty-first" street station. They were charged with attacking a patrolman who was on duty at the station.

Magistrate McGuire in the West Side police court sentenced John Turkington, 28, of 107th street, to a fine of \$100 and costs of \$25 for striking a policeman of the New York Railways company, \$10 for attacking another policeman who stayed on the job.

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79 FEWER TRAINS IN SUBWAY SERVICE

Elevated Puts on More Cars, While Surface Lines Make Poor Showing.

267 GREEN TROLLEYS OUT

First Avenue Unable to Operate Any—All Put in Barns at Night.

For the first time since the strike started the subway yesterday began to lag in its service. Between 9 A. M. and 7 P. M. seventy-nine fewer trains were run below the surface than on Friday, when normal traffic was reported. Despite the assertions of President Theodore P. Shonts that the greatest effort is being made to take care of the "long hauls," there was greater confusion and less service yesterday.

The elevated system made a better showing than did the subway. From 9 A. M. until 7 P. M., 1,843 trains were operated, compared with 1,920 trains on Friday. This was a gain of twenty-nine trains.

The New York Railways Company managed to operate only five more green cars than on Saturday, when the best total for last week was reported. Yesterday there were 267 cars out at 4 in the afternoon, as compared with 262 on Saturday. The business sections of the city saw more of the green cars around than usual, but these had been distributed where they would be seen by the largest number of persons. The green car service wasn't improved materially over last week.

None on First Avenue. The Third Avenue lines operated from 44 to 73 cars yesterday in daylight hours. The normal service on these lines is 85 cars. None of the 60 cars on the First Avenue line was able to run yesterday, and only 22 at best out of 55 on the Second Avenue line. On Sunday the Third Avenue and Second Avenue lines showed a slight improvement. The Second Avenue line also did a little better than on Sunday, but the First Avenue is still 100 per cent, to the bad.

The brunt of the burden is going to fall upon the elevated lines before long. Yesterday it was safer to travel above the ground, occasional volleys of stones from strikers notwithstanding, than in the tube. The service was more expeditious.

At 7 in the morning 123 trains were moving. Of these 30 left 123rd street and Second Avenue, 15 left 123rd street and Third Avenue, 15 left 123rd street and Fourth Avenue, 15 left 123rd street and Fifth Avenue, 15 left 123rd street and Sixth Avenue, 15 left 123rd street and Seventh Avenue, 15 left 123rd street and Eighth Avenue, 15 left 123rd street and Ninth Avenue, 15 left 123rd street and Tenth Avenue, 15 left 123rd street and Eleventh Avenue, 15 left 123rd street and Twelfth Avenue, 15 left 123rd street and Thirteenth Avenue, 15 left 123rd street and Fourteenth Avenue, 15 left 123rd street and Fifteenth Avenue, 15 left 123rd street and Sixteenth Avenue, 15 left 123rd street and Seventeenth Avenue, 15 left 123rd street and Eighteenth Avenue, 15 left 123rd street and Nineteenth Avenue, 15 left 123rd street and Twentieth Avenue, 15 left 123rd street and Twenty-first Avenue, 15 left 123rd street and Twenty-second Avenue, 15 left 123rd street and Twenty-third Avenue, 15 left 123rd street and Twenty-fourth Avenue, 15 left 123rd 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